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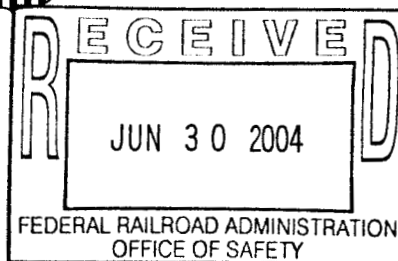
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FEDERAL RAILROAD
ADMINISTRATION

2004 JUL 23 PM 2:39

OFFICE OF CHIEF COUNSEL



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FRA-2004-18740-1

Date: June 4, 2004
DOT APP. NO. 913

Mr. George Gavalla - Associate Administrator for Safety
Federal Railway Administration
RSS-1 Mail Stop 25
1120 Vermont Ave. N.W.
Washington, DC 20590

Dear Mr. Gavalla,

In compliance with the FRA "Rules and Regulations Governing Railroad Signal and Train Control Systems" manual part 235, the Union Pacific Railroad Company submits herewith the original and two copies of D.O.T. Application No. 913, dated June 4, 2004. Also attached is a copy of the pertinent timetable page and our Exhibit print "A", showing changes as set forth in the application.

This application is for removal of bridge locks from the top of the through span bridge structure and installation of new bridge locks on the bridge track deck. The new bridge locks will be monitored and interlocked with the signal system to assure the locks are within one inch of full insertion as required by FRA regulation 236.312.

Switch machine activated rail locks are being removed since self-aligning Conley frogs and circuit controllers are used to assure rail ends are properly aligned and within 3/8 inch of surface. The rail lock machines will be reused to activate the new bridge locks.

This work is being done to allow safer conditions for personnel adjusting and inspecting the bridge locks. It also provides better assurance of proper bridge alignment since the bridge locks will be mounted on the track deck itself rather than on the girder structure above the bridge.

The lift bridge is near South Pekin, Illinois at M.P. 89.0 on the Peoria Subdivision that is part of the Chicago Area of the Union Pacific Railroad.

The following information is submitted in compliance with the requirements of the Signal Inspection Act part 235.10:

- (1) Corporate Name of Applicant:
Union Pacific Railroad Company
- (2) Manner of Applicant's Involvement:
Union Pacific Railroad Company is 100% operating and maintaining road.
- (3) Location of Project:
This lift bridge is near South Pekin, Illinois at M.P. 89.0 on the Peoria Subdivision that is shown on page 14 of the Chicago Area in Union Pacific Timetable No. 2.
- (4) Description of proposed changes:

Remove bridge locks from the top of the through span bridge structure and install new bridge locks on the bridge track deck. Monitor the new bridge locks and interlock with the signal system to assure the locks are within one inch of full insertion as required by FRA regulation 236.312 before signals allowing movement across the bridge may be cleared.

Remove rail locks and reuse rail lock switch machines to activate the new bridge locks.

(5) Reason for proposed changes:

This work is being done to allow safer conditions for personnel adjusting and inspecting the rail locks. It also provides better assurance of proper bridge alignment since the locks will be mounted on the track deck itself rather than on the girder structure above the bridge.

The switch machine activated rail locks are no longer required since self-aligning Conley frogs and circuit controllers are used to assure rail ends are properly aligned and within 3/8 inch of surface.

(6) Beginning and Completion Dates:

Project will begin upon approval of application.

(7) Changes in Operating Practices

There will be no changes in operating practices.

(8) Safety of Operation:

Safety of operation will not be affected.

(9) Will Proposed Changes Conform To Federal Railroad Administration's Rules, Standards and Instructions:

Proposed changes will comply with RS & I rules, standards, and instructions.

(10) Number of Trains:

There are 7 trains per day through the affected area.

(11) Plans Attached in conformance with Rule 235.12:

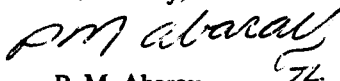
Two copies of UPRR Exhibit "A" print showing signals to be removed as set forth in the application. A copy of the pertinent page from the current timetable is also enclosed.

SUBMITTED BY THE UNION PACIFIC
RAILROAD COMPANY PER:

CHIEF ENGINEER – SIGNALS

DATE: 6-21-04

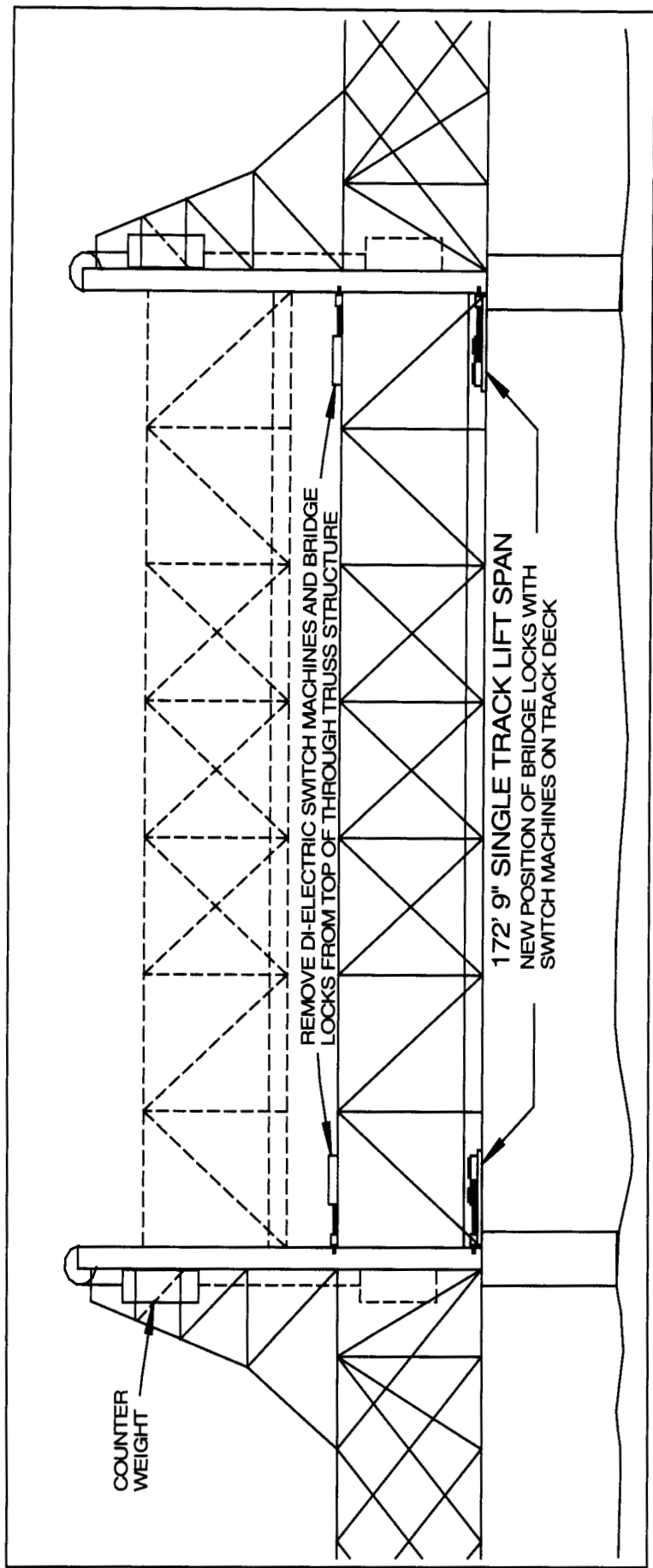
Yours truly,



P. M. Abaray

Chief Engineer – Signals

Cc: Mr. W. D. Pickett
Brotherhood of Railway Signalmen
601 West Golf Road Box U
Mt. Prospect, IL 60056-9048



WORK TO BE DONE: Remove di-electric switch machines and bridge locks from top of through-truss bridge structure. Remove switch machine activated rail locks from each end of lower deck and reuse switch machines to activate new bridge locks installed on lower deck.

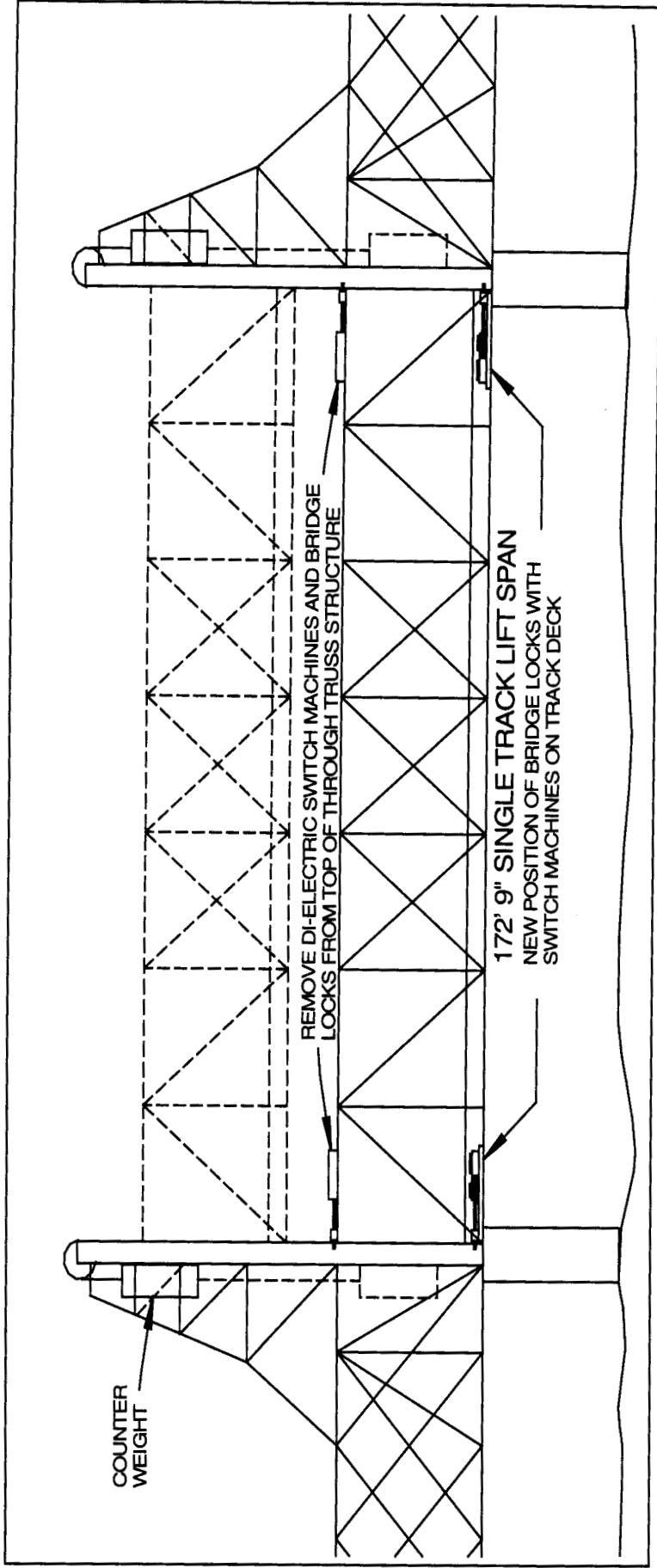
EXHIBIT "A" U.P.R.R. Co. No.: **913** Docket No.: **DATE: 6/4/04**

UNION PACIFIC RAILROAD COMPANY

OFFICE OF CHIEF ENGINEER SIGNALS - OMAHA, NEBRASKA

PEORIA SUBDIVISION **SCALE: 1" = 30'** **RED = OUT, YELLOW = IN**

Maximum Speed (MPH): **Passenger: NA** **Freight: 10 m.p.h.**



WORK TO BE DONE: Remove di-electric switch machines and bridge locks from top of through-truss bridge structure. Remove switch machine activated rail locks from each end of lower deck and reuse switch machines to activate new bridge locks installed on lower deck.

EXHIBIT "A"	U.P.R.R. Co. No.: 913	Docket No.:	DATE: 6/4/04
UNION PACIFIC RAILROAD COMPANY			
OFFICE OF CHIEF ENGINEER SIGNALS - OMAHA, NEBRASKA			
PEORIA SUBDIVISION	SCALE: 1" = 30'	RED = OUT, YELLOW = IN	
Maximum Speed (MPH):	Passenger: NA	Freight: 10 m.p.h.	

PEORIA SUBDIVISION (0019)

			Radio Display: Nelson to South Pekin - 5252 -*79 South Pekin to I&M Jct. - 5252 -*14			
Mile Post	Rule 6.3	CP #s	SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼	Sta. #s	Siding Feet
0.0	YL		NELSON (0.2)	TY	NZ104	11084
0.2	TWC	Y000	NY (23.8)	Y		
24.0			MANLIUS (20.9)		SM128	12684
44.9			STORAGE (27.2)		SM149	9999
72.1		TWC ABS		PIONEER (5.0)		SM176
77.1			POTTSTOWN (3.2)		SM181	
80.3		P081	PEORIA JCT. (3.9)	(M)	SM185	
			ADAMS ST.			Yard
84.2	TWC		PPU JCT (1.6)		SM189	
85.8			SOMMER (3.4)		SM190	6248
89.2		P089	ILLINOIS RIVER BR. (4.2)	D(M)	SM193	
93.4			SOUTH PEKIN (36.6)	Y	SM198	13970
130.0			BARR (1.7)		SM236	10603
131.7			I&M JCT.			
(131.7)						
SI-01 MAIN TRACK AUTHORITY						
TWC between MP 3.0 and MP 131.7						
Yard Limits between Nelson and MP 3.0; MP 92.2 and MP 95.8						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts 0.0 and 131.7						
(Except as Below).....			40			
71.6 Spring Switch Trk1.....			25			
71.6 Trk2.....			30			
71.6 and 77.1.....			30			
77.1 Trk1.....			25			
77.1 Spring Switch Trk2.....			30			
80.3 and 80.7.....			30			
80.7.....			20			
80.7 and 94.8.....			30			
88.9 and 89.2 Bridge **......			10			
96.8 Bridge.....			25			
110.8 and 124.2.....			25			
131.5 and 131.7.....			10			
** Applies to loaded bulk commodity unit trains only.						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts						
All Sidings & Turnouts.....			10			
2. Dual Control Switch Turnouts						
CP P081.....			10			
3. Misc. Speed Restrictions (No Exceptions.)						

SI-04 MAIN TRACK DESIGNATIONS

ABS: Pioneer to Peoria Jct.

Double Track: MP 71.6 to Pottstown. Trk. 1 Northward, Trk. 2 Southward.

SI-05 MILEPOST EQUATIONS - None.**SI-06 DTC BLOCK LIMITS - None.****SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

(#) 16.8

(#) 51.2

(#) 124.2

SI-08 RULES ITEMS

Rule 8.3 Main Track Switches: No normal position for main track switches at MP 0.7 and MP 2.9 (Nelson), and MP 92.7 and MP 95.4 (South Pekin).

Rule 14.6: Movement Against the Current of Traffic may be authorized by track warrant.

SI-09 FRA EXCEPTED TRACKS

Nelson: Round House and rip tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Normandy N.....	16.8	SM121
Morse N.....	41.4	SM146
Broadmoor S.....	46.7	SM151
Speer	57.8	SM162
Akron N.....	63.8	SM168
Allen	106.7	SM210
Luther N.....	113.8	SM218

SI-11 INDUSTRIAL LEADS - None.**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 19 feet above the top of rail are prohibited. Restriction includes double stack container loads. Also series TTQX multilevel cars (type M3X), BNSF 306000-306153 and GVSF 89000-89058.

Trains operating between South Pekin and St. Louis must not exceed 8000 foot maximum train length unless authorized by the Kansas City Corridor manager.